Mayor's Bicycle Advisory Council

Wednesday, December 7



CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION

Bicyclist Fatalities, Year to Date (January 1 – November 30, 2016)
MBAC Briefing

Bicyclist Fatality Statistics
Year to date total, 2016 (CPD): 6
Year to date total, 2015 (CPD): 6
Year to date average, 2010-2014 (IDOT): 5.4

Bicyclist Fatalities by Month

Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2010	2011	2012	2013	2014	2015	2016	2010-2014 Average
January	0	1	0	0	0	1	0	0.2
February	0	0	0	0	0	0	0	0
March	1	0	0	0	0	0	0	0.2
April	1	0	0	0	0	1	0	0.2
May	0	1	0	1	2	0	0	0.8
June	0	1	1	0	0	0	2	0.4
July	0	0	2	1	1	0	1	0.8
August	1	3	1	0	2	0	2	1.4
September	2	0	1	0	1	2	1	0.8
October	0	0	2	0	0	2	0	0.4
November	0	1	0	0	0	0	0	0.2
December	0	0	1	1	0	1		0.4
TOTAL (Jan 1- Nov 30)	5	7	7	2	6	6	6	5.4
TOTAL	5	7	8	3	6	7	6	5.8

Vision Zero Chicago Update

Action Plan Status:

- Throughout 2016, a dozen City departments have contributed to the draft Action Plan, setting City priorities and identifying resources.
- CDOT staff are now collecting input from transportation advocates and citywide nonprofits. Please send comments or contributions.
- The Action Plan calls for extensive community-based outreach and additional planning in High Crash Areas once it is released.
- Anticipate Action Plan release early 2017.

Vision Zero Chicago Update

Action Plan Priorities:

- Vision Zero Chicago will reflect our commitment to equity and a data-driven approach, as well as best practices reflected among other Focus Cities in the Vision Zero Network.

- The Action plan is focused on utilizing data to focus our resources – engineering, education, and enforcement – where they will make the most impact. A high priority is placed on building a culture of safety; creating safety in numbers by encouraging more people to walk, bike, and take transit; and responding specifically to crashes that involve large vehicles and professional drivers.

.

Bicycling

THE 50 BEST BIKE CITIES



CITY STATS KEY

- **CITY POPULATION:** According to US Census data
- **BICYCLE FACILITIES:** Miles of buffered bike lane, cycle track, standard bike lane, bike boulevard, and dedicated path per square mile
- **BICYCLING-FRIENDLY BUSINESS SCORE:** Sum of designated points for each business recognized by the League of American Bicyclists: platinum (4 points), gold (3), silver (2), bronze (1)
- **PEOPLE PER BIKE-SHARE BIKE:** Calculated using US Census data
- **MEDIAN HOME VALUE:** Calculated by Zillow
- **2014 RANK:** Blue means a city improved its standing in 2016; red indicates a drop

CHICAGO CITY STATS

2,695,598	7	$208,600
1.0	568	2



Named #1 on
September 19, 2016

Randolph Protected Bike Lane

- Michigan to Clinton installed fall 2017
- Construction projects between State & Dearborn and Franklin & Wells require temporary accommodations until mid-2017







35th Street Bridge





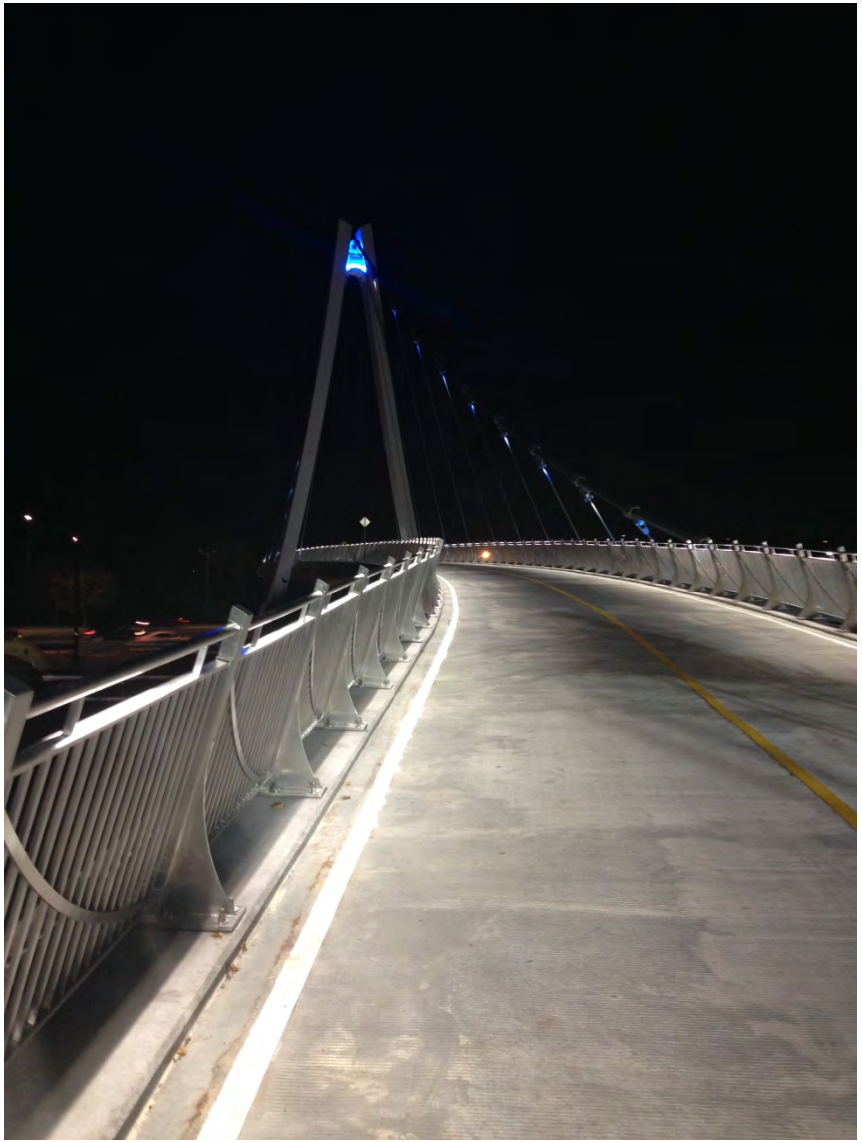


Photo Credit: Chicago Tribune



Chicago Pedestrian and Bicycle Safety Initiative

Department of Transportation

2016 FINAL REPORT

Executive Summary

The Bicycling and Safe Routes Ambassadors are the education and outreach arm of the Chicago Department of Transportation (CDOT). The program is funded through a Federal 402 safety grant administered by the Illinois Department of Transportation and through CDOT with Divvy and sponsorship dollars from Blue Cross Blue Shield of Illinois.

The goal of the Ambassadors is to encourage and educate Chicagoans through bicycling, walking and transit and to do so more safely. The program does this by attending events and visiting locations all over the City of Chicago, in every ward and police district. The program has been running since 2001, focusing first on bicycle issues and then adding a pedestrian component in 2005. The Ambassadors work year round; in 2016 there were 4 full time Ambassadors and 2 seasonal Ambassadors. The program is supported by a program manager and three full-time office staff who also attend events.

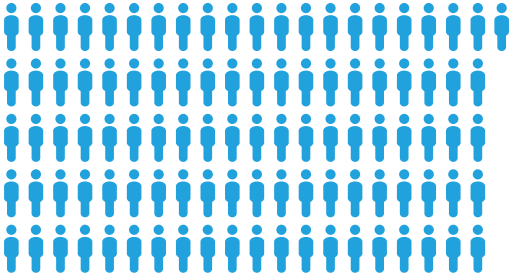
The Ambassadors reach people through attending events organized by the program outside organizations. These events include education at schools, parks and senior centers on safety and on foot activities.

In 2016, the Ambassadors attended 800 events and directly educated 100,175 people. Of that number, the Ambassadors reached 41,355 youth and children and 11,676 seniors with safer walking and biking messaging.

800 Events



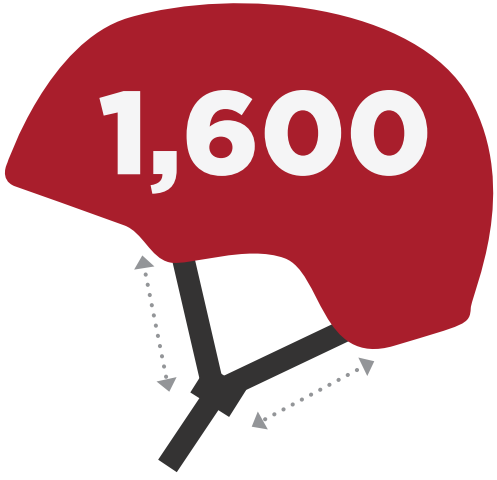
145 Parks



100,175 People Educated

66 Enforcement Events

1,550 Cyclists and Motorists Warned



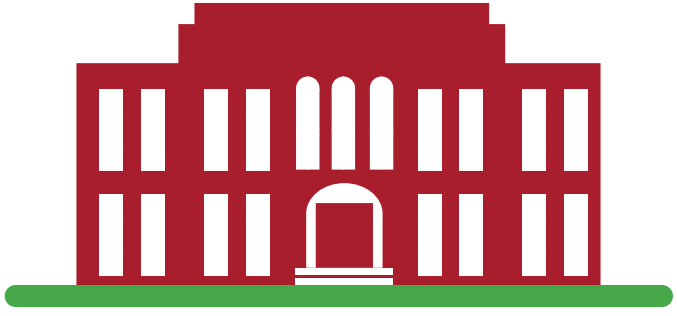
Helmet Fits

11,676 Seniors

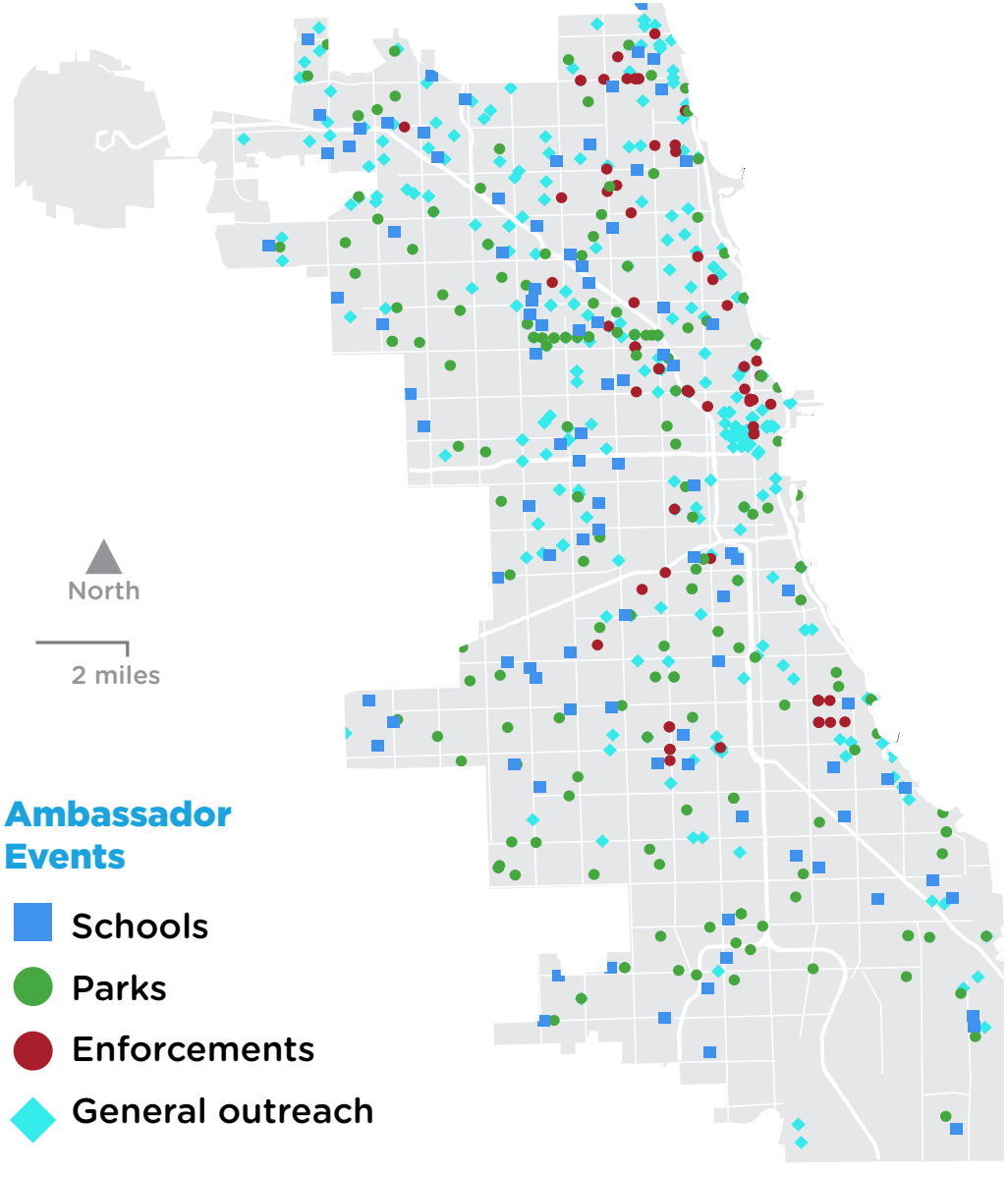


41,355 Children



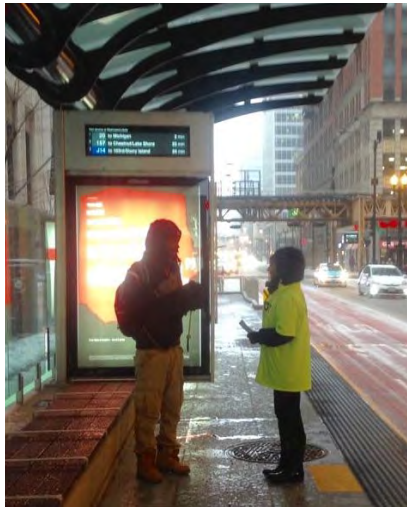


106 Schools



Ambassador Events

- Schools
- Parks
- Enforcements
- General outreach









Learn To Ride

This year, for the first time ever in Chicago, the Bicycling Ambassadors taught free bike-riding lessons to adults at Kennedy King College (pictured) and the Garfield Workforce Center. The Ambassadors worked in conjunction with the Divvy 4 Everyone Program to teach adults of every age the necessary skills for riding a bike. The Ambassadors instructed a maximum of two students at a time, and often worked one-on-one with the participants during each 2 hour class. Divvy provided bikes and Blue Cross Blue Shield provided helmets for each student. After the class, students were encouraged to sign up for the Divvy 4 Everyone program. In total, this summer the Ambassadors taught 37 adults how to ride a bike.

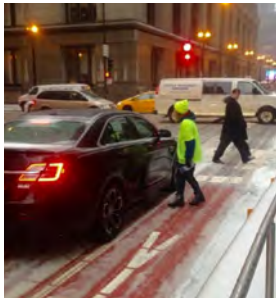














Enforcement

Each year, the Ambassadors work with the Chicago Police Department to stage events that address behaviors that endanger people walking and biking. The Ambassadors and Police work at high crash locations to address a variety of behaviors including parking or driving in bike lanes, failing to obey traffic signals, riding on the sidewalk, and talking on a cell phone. The Ambassadors conducted 66 of these events in 2016. Cyclists received 850 warnings and motorists received 700 warnings during these events which took place in 18 Wards across 14 Police Districts.

Safe Routes for Seniors

In 2016, the Ambassadors expanded an initiative that has been a minor part of our program for years: Safe Routes for Seniors. Senior citizens, along with children and youth, make up some of the most vulnerable road users. By helping seniors to navigate safe walking and transit options at 38 senior centers across Chicago, the Ambassadors were able to learn more about the concerns seniors have surrounding transportation. Safe Routes for Seniors will continue to be a major part of the program as the Ambassadors work to connect more seniors with city resources such as 311, Aldermanic offices and transit options. In 2016, the Ambassadors talked with 11,676 seniors during outreach, representing more than 10% of our total people reached.





Working with Youth

One of the most important aspects of the Ambassador program is our work with children and youth. The Ambassadors present throughout the year at High Schools, Elementary Schools and Chicago Park District day camps to teach students safe walking and biking skills. In 2016, Ambassadors visited 106 schools and 145 day camps and educated 41,355 children and youth.





Sponsors

Primary Contributors

CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION

DIVVY

ACTIVE TRANSPORTATION ALLIANCE

Illinois Department of Transportation
Division of Traffic Safety

BlueCross BlueShield of Illinois

In-kind Donations

AAA

CHICAGO'S KOZY'S SINCE 1944 CYCLERY
www.kozy.com

ORTLIEB WATERPROOF

REI

bern
bernunlimited.com

patagonia

Moosejaw

CITY OF CHICAGO INCORPORATED 4TH MARCH 1837 URBS IN HORTO

ABUS

Sock Guy

SURLY

PEDROS

NORTH ST

Master Lock

the recyclery

COMRADE CYCLES CHICAGO



Chicago Pedestrian and Bicycle Safety Initiative

2016 FINAL REPORT

www.ChicagoCompleteStreets.org

Indoor Bike Parking

for Commercial Buildings

SPRING 2016

CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION



The next step in making Chicago the most bike-friendly city is to encourage bike parking in commercial buildings.

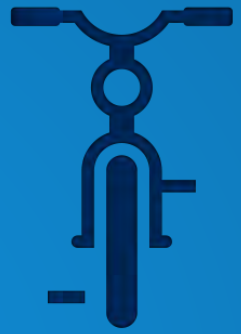
The numbers show…

More employees are choosing to bike to work



-23%

Driving

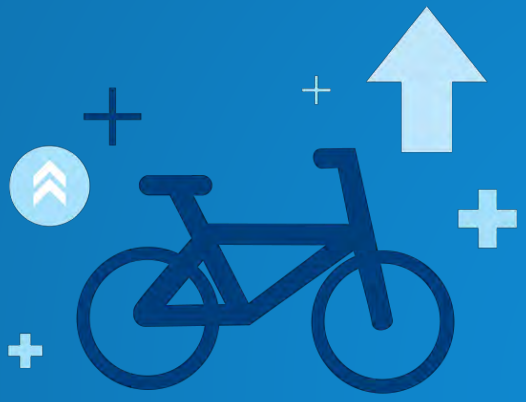


+24%

Biking

People between the ages of 16-34
Source: Transportation and the New Generation

From Spring 2014–2015

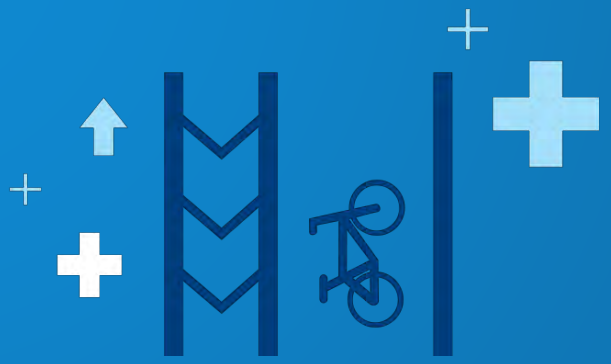


Overall bike ridership increased

28%

55%

Increased ridership in areas with infrastructure improvements



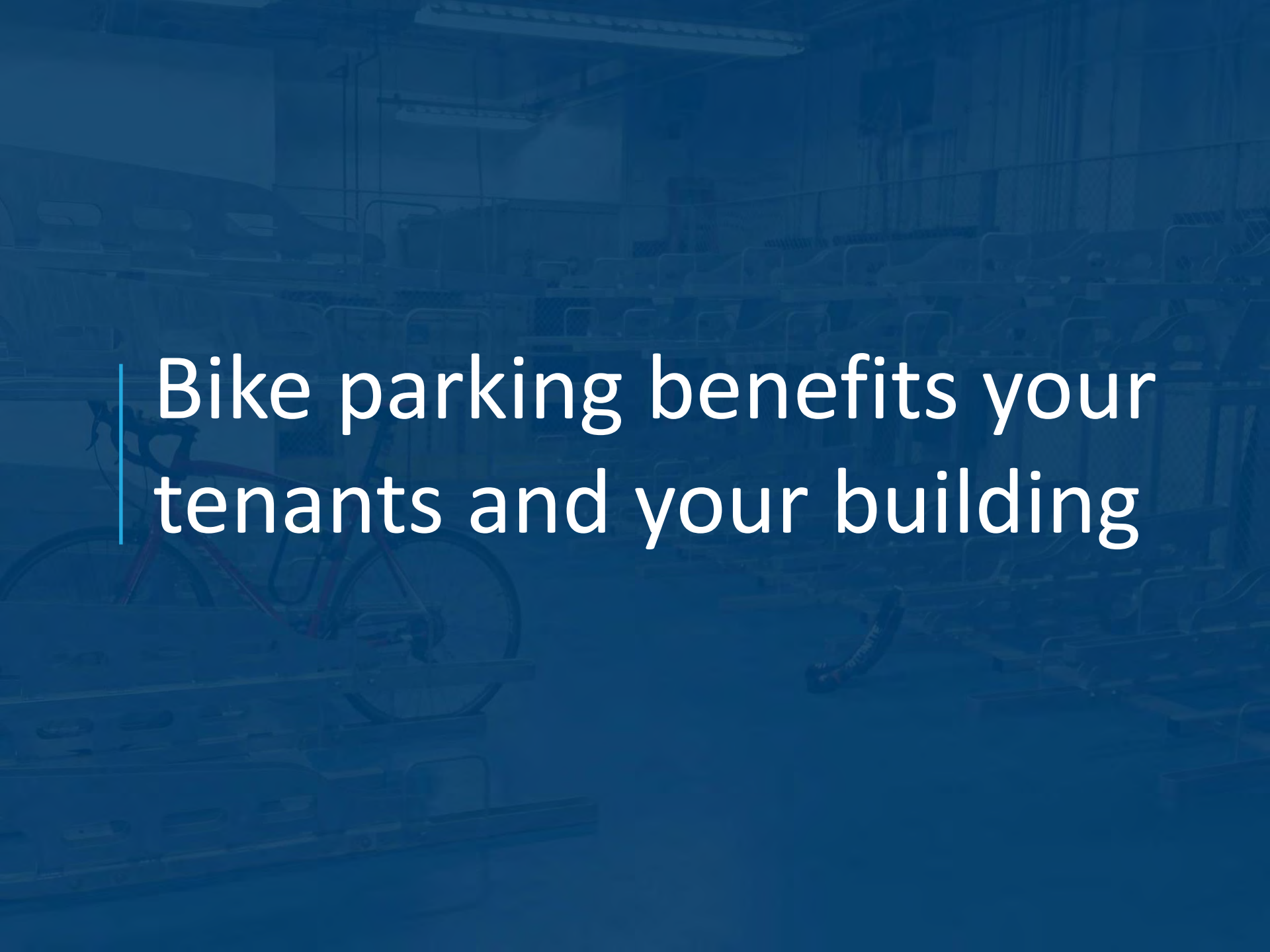
Source: Bike Count (Spring 2015) & How to Increase Cycling for Daily Travel



During peak commuting times

79% of riders use their personal bikes

Source: Bike Count (Spring 2015)



Bike parking benefits your tenants and your building



“Tenants appreciate the added storage and security that bike parking gives them.”

– Operations Manager in Gold Coast

BENEFITS for Tenants



More places to park their bikes
Sidewalk space for racks is limited



Indoor parking to protect against the elements
Chicago weather can be tough on bikes



Long-term, secure spots for bikes
Outdoor racks aren’t ideal for daylong or overnight storage



"I installed bike parking in my building so that tenants choose to stay here."

– Property Manager in Streeterville

BENEFITS for Your Building



Attract more tenants
and stay competitive in the real estate market



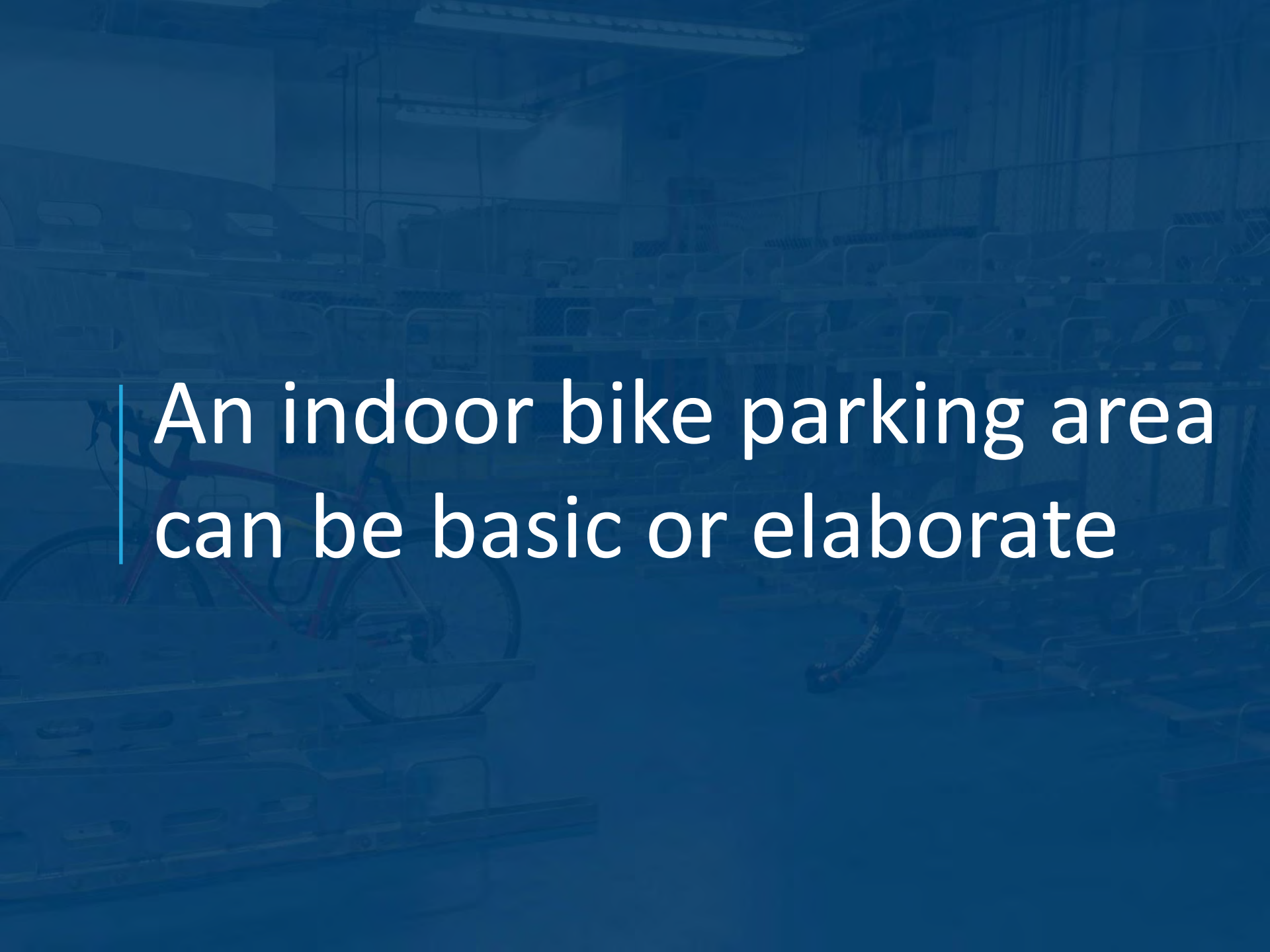
Lower maintenance costs
with fewer scuffs from tenants bringing bikes inside



Eliminate unsightly aesthetics
with bikes no longer chained to fences and stair railings



Create happy, healthy tenants
with a positive workplace environment



An indoor bike parking area can be basic or elaborate

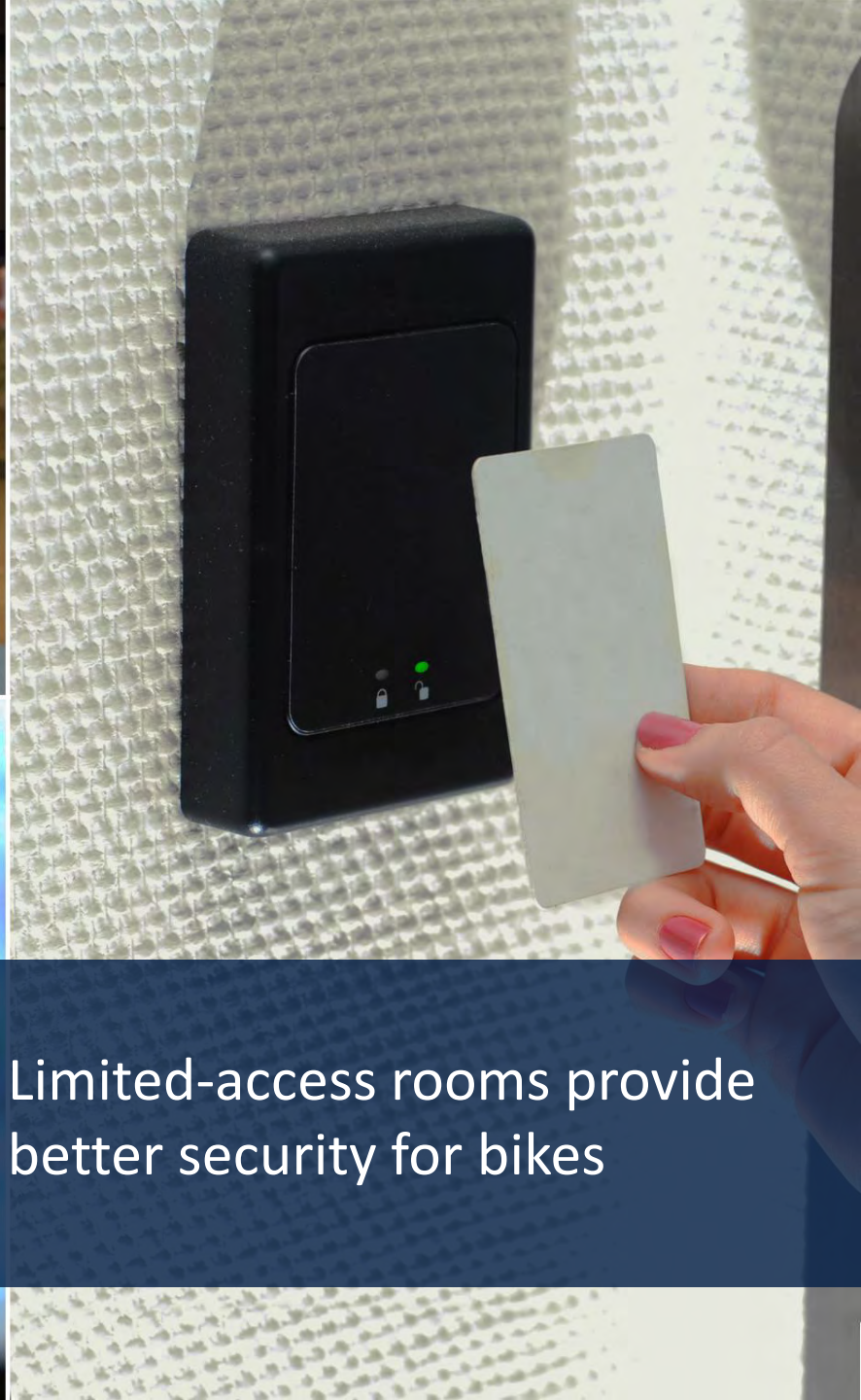

Direct access from
street is ideal


Retrofit an existing access if direct street access is not an option

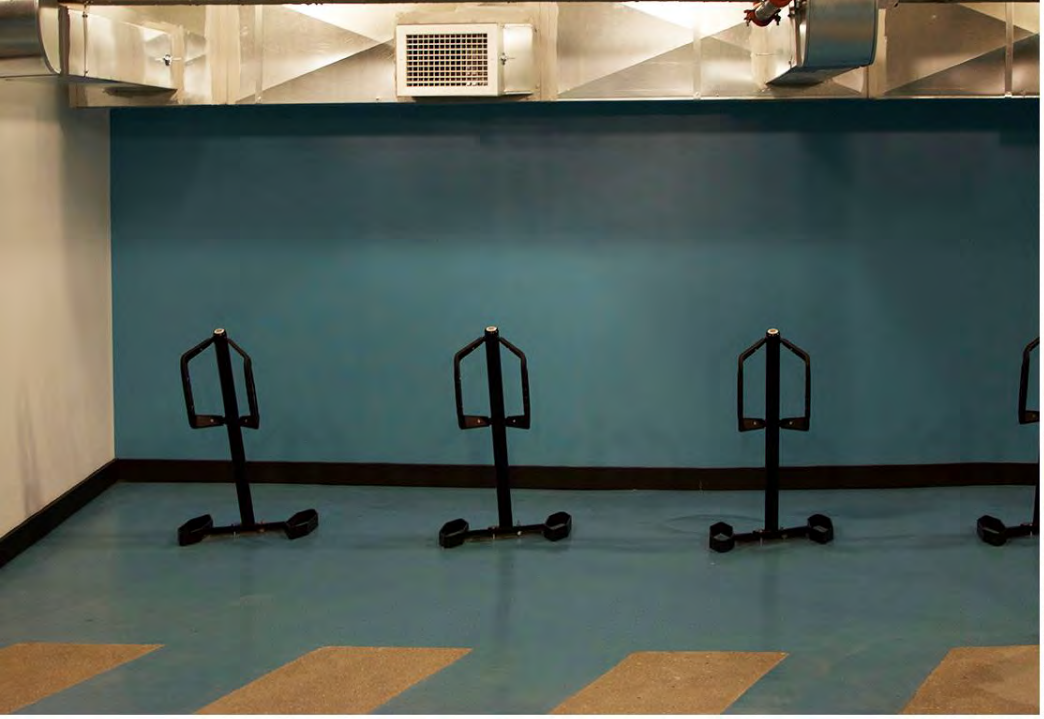

Room is well-lit, spacious,
bright, and inviting

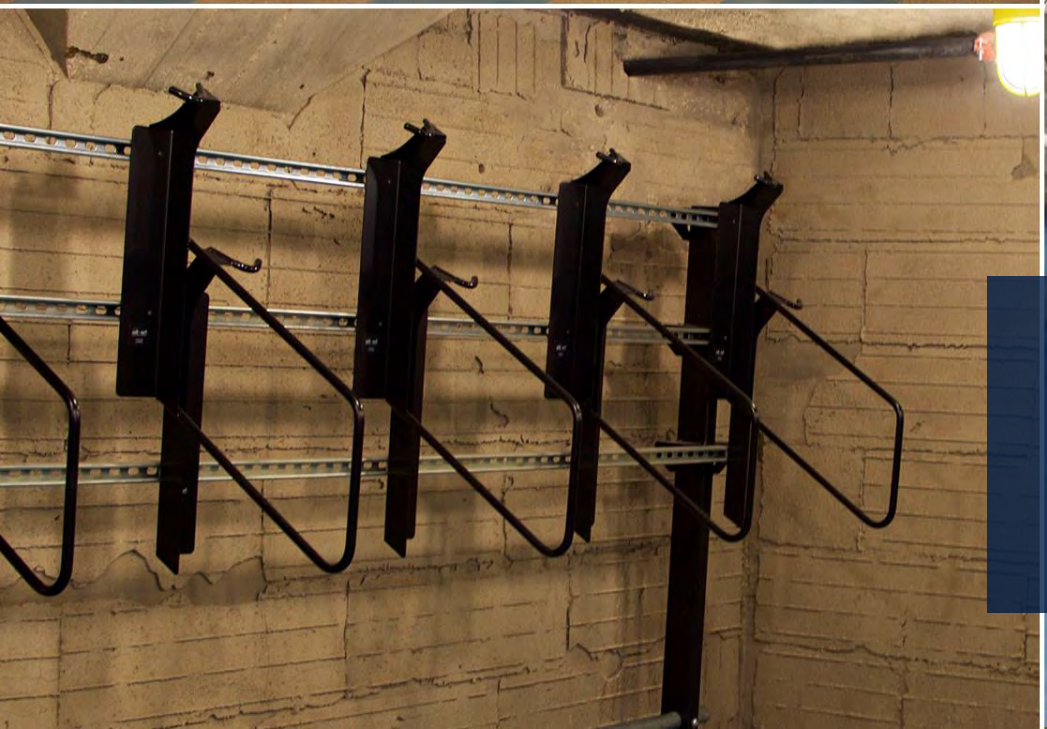






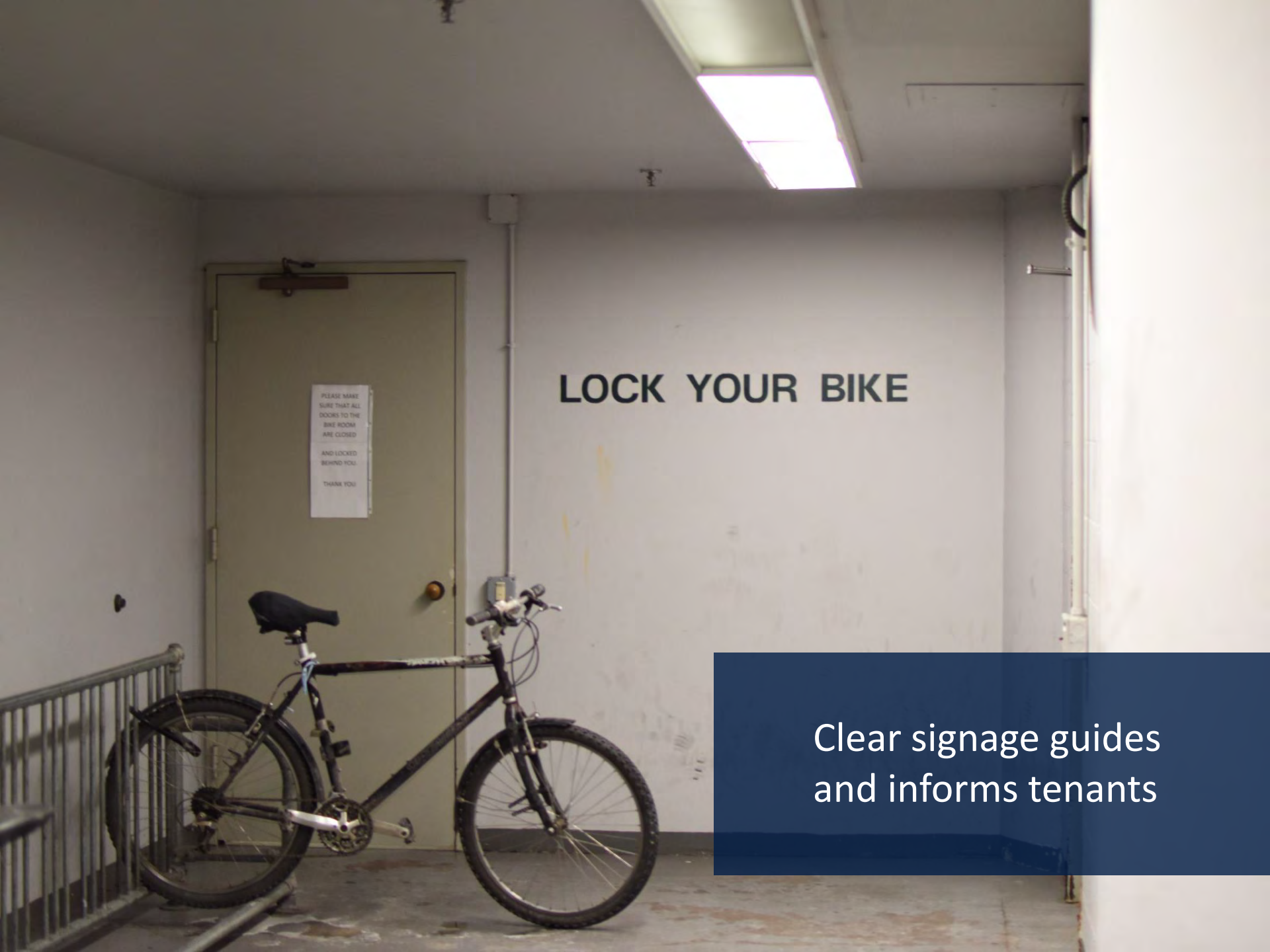
Limited-access rooms provide better security for bikes







Sturdy racks fit different types of bikes and locks



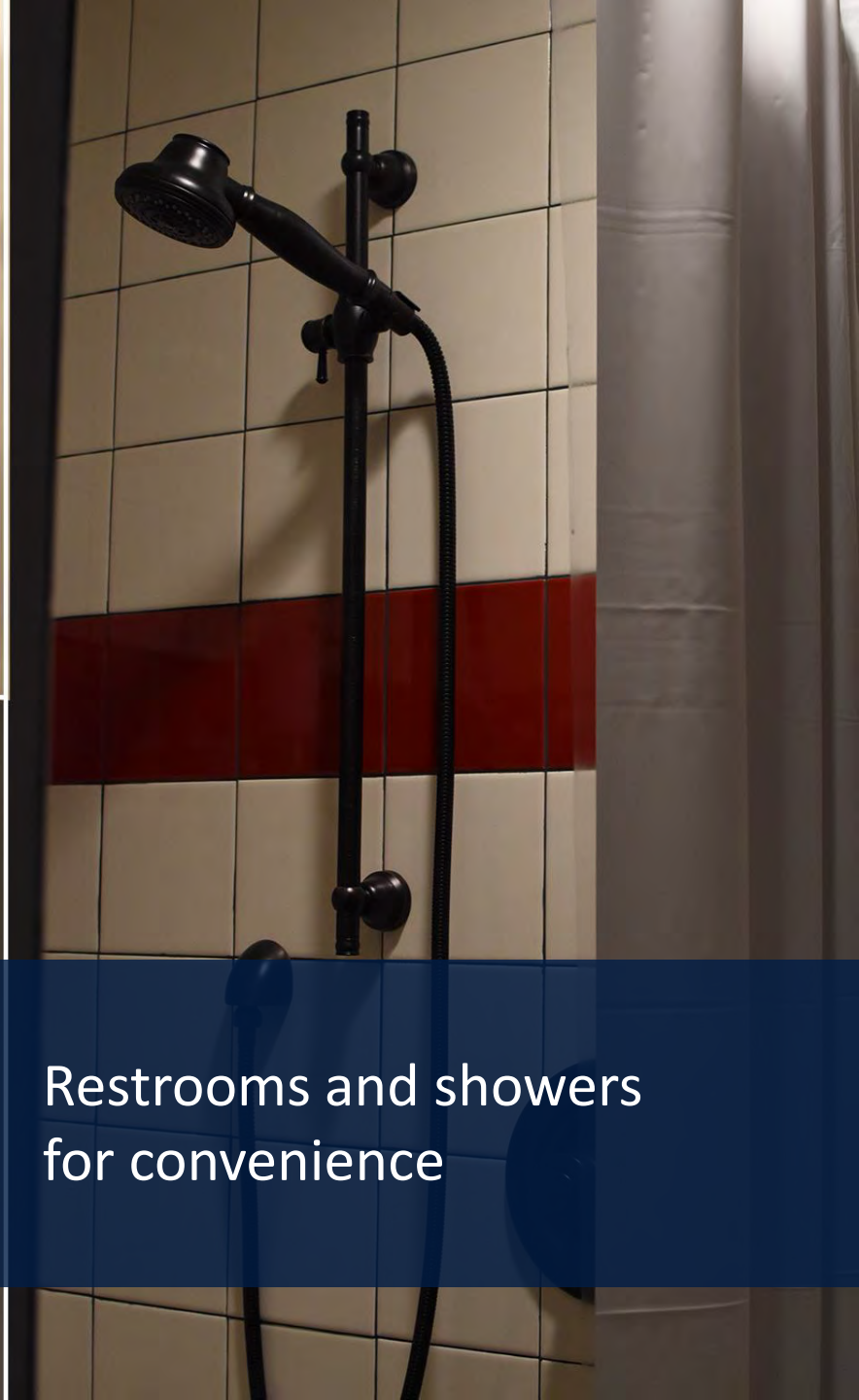
Clear signage guides and informs tenants

Bike parking facilities can also include…


Lockers for organization
and security







Restrooms and showers for convenience



Service stations
for quick repairs

Getting Started



Poll your tenants to identify needed features



Establish your budget



Locate available space



Review APBP's "Essentials of Bike Parking" guide for site and rack selection planning



Contact bike rack manufacturers for rack options and quotes

Additional Resources

“Essentials of Bike Parking” is available for free at apbp.org/?page=Bike_Parking

For a complete list of Bike Rack Manufacturers visit: chicagocompletestreets.org/your-streets/bike-parking/faq

More questions?

Reach out to Kathleen Murphy at kmurphy@samschwartz.com



Big Marsh

Community Information

2016

FRIENDS OF BIG MARSH

Agenda

- Introductions
- Goal / Objectives
- Background of Big Marsh
- Overview of Eco-Recreation
- Proposed Big Marsh Improvements
- Community Input
- Questions and Answers
- Next Steps

Introductions

Goal / Objectives

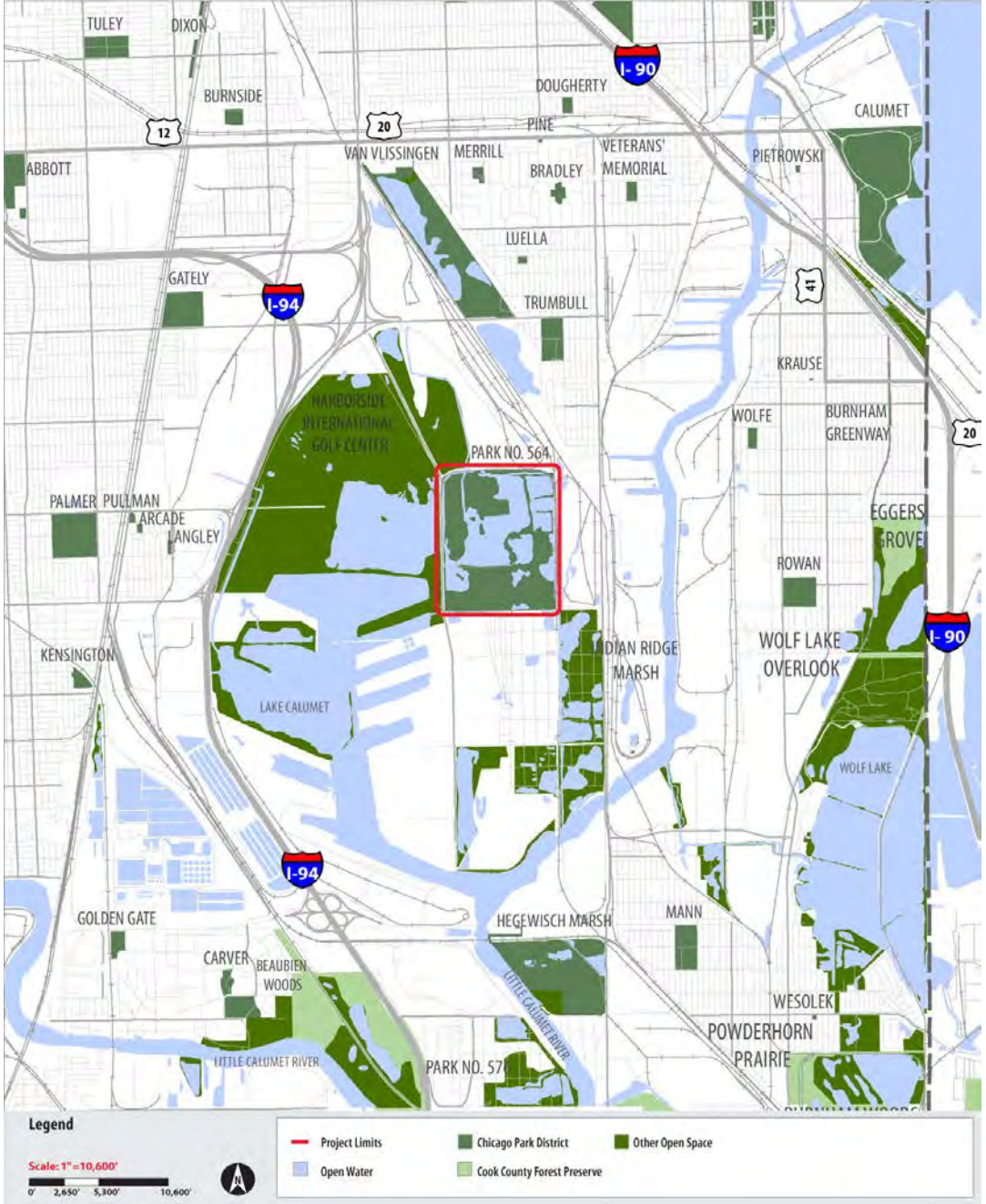
Convert Park 564 – Big Marsh, an existing natural area and brownfield into a public park that promotes various eco-recreation activities

- **Create a “bike park” modeled after Valmont Park in Boulder, CO**
- **Preserve and enhance the site’s natural features**
- **Incorporate design elements that highlight the industrial history of the site and area**
- **Include additional eco-recreation activities such as trails, boat launch, tree-top adventure course, climbing wall, archery, etc.**

Calumet Vision



FRIENDS OF BIG MARSH



Open Space Inventory

Background

FRIENDS OF BIG MARSH

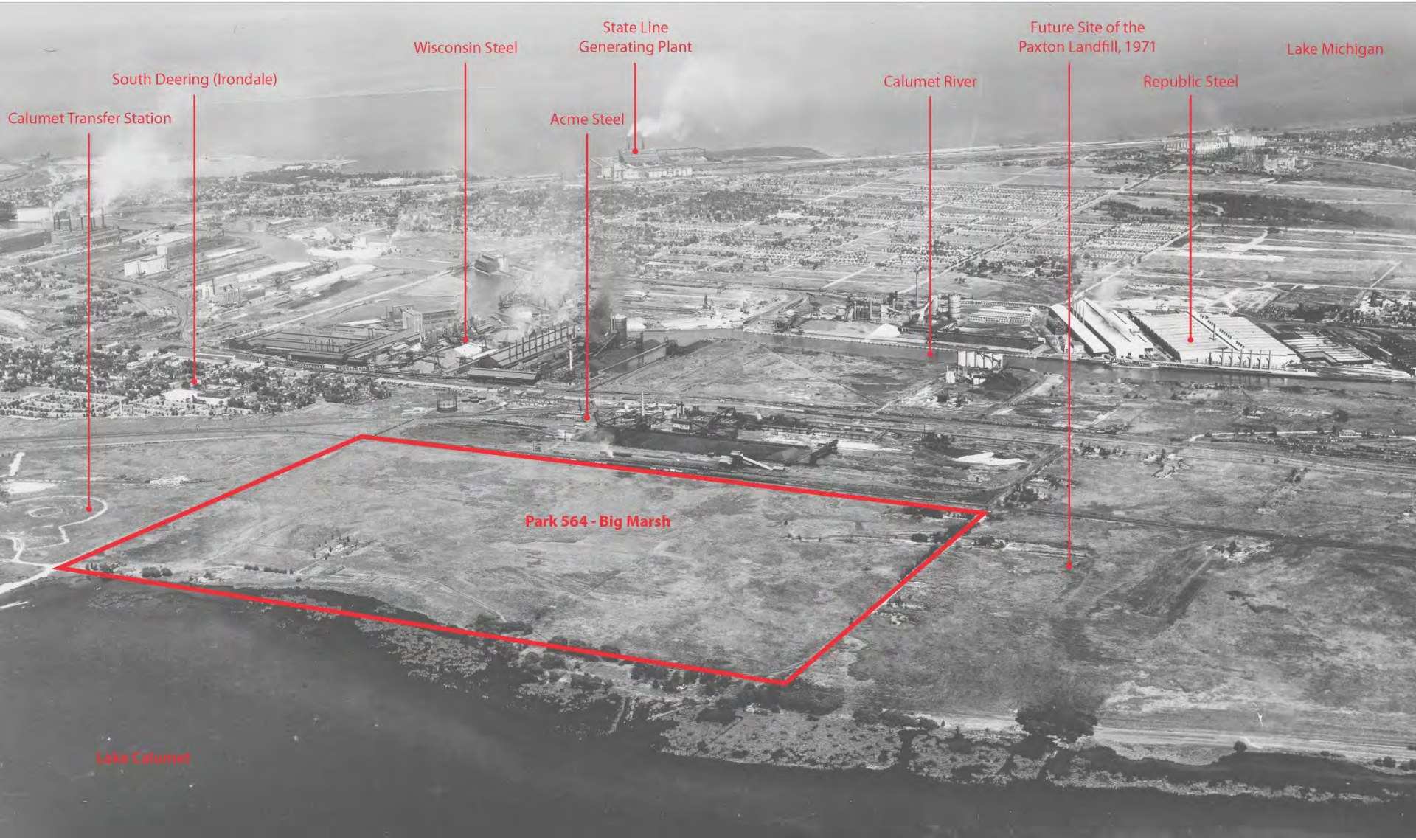


Regional Context

FRIENDS OF BIG MARSH



Local Context



Historic Project Site (1930s)



FRIENDS OF BIG MARSH

Aerial Photograph of Lake Calumet Looking Northwest (1955)



FRIENDS OF BIG MARSH

Slag Dumping in the Lake Calumet Area

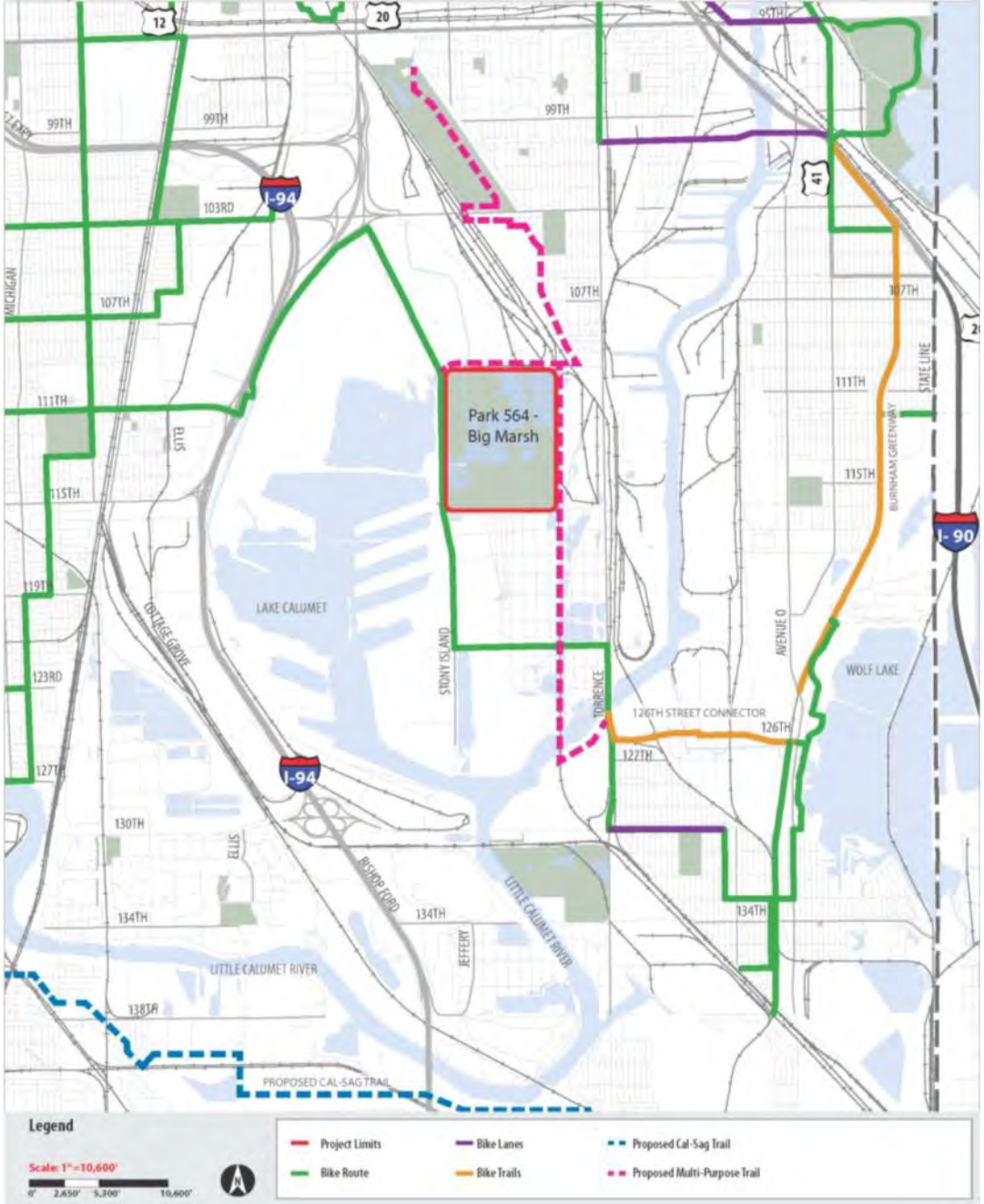
Site History & Industrial Legacy



1970 image
Exposed slag b

Photo courtesy Illinois Digital Archives

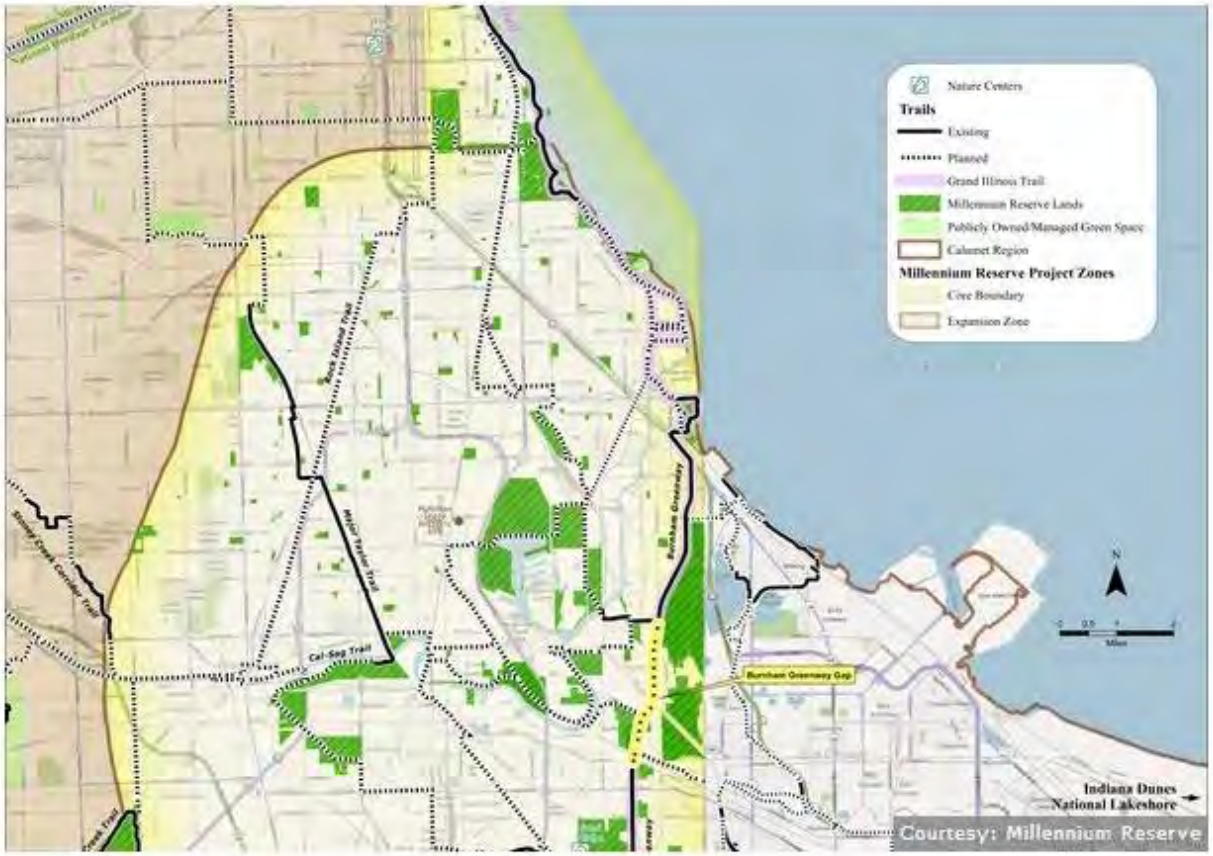
FRIENDS OF BIG MARSH



Bikeways

A Plan for America's Largest Urban Park

DAVID LEPESKA DEC 19, 2011 13 COMMENTS



Like 474 Tweet 308 +1 34 Share

Millennium Reserve

The largest urban park in the contiguous United States is comi

A new project, backed by at least $17 million from the state, aims to turn 140,000 acres of under-used and post-industrial land along the Second City's southern rim into a public recreation hub called the Millennium Reserve.

Can Pullman Have a Renaissance as a National Historical Park?

Senator Dick Durbin proposes legislation to grant the South Side neighborhood a unique status in Chicago. But Pullman's revival will require more than just that.

BY DENNIS RODKIN

PUBLISHED JAN. 24, 2014

SHARE / JUMP TO COMMENTS



The historic row houses on South Saint Lawren

Pullman Historic Park

Park Improvements

FRIENDS OF BIG MARSH

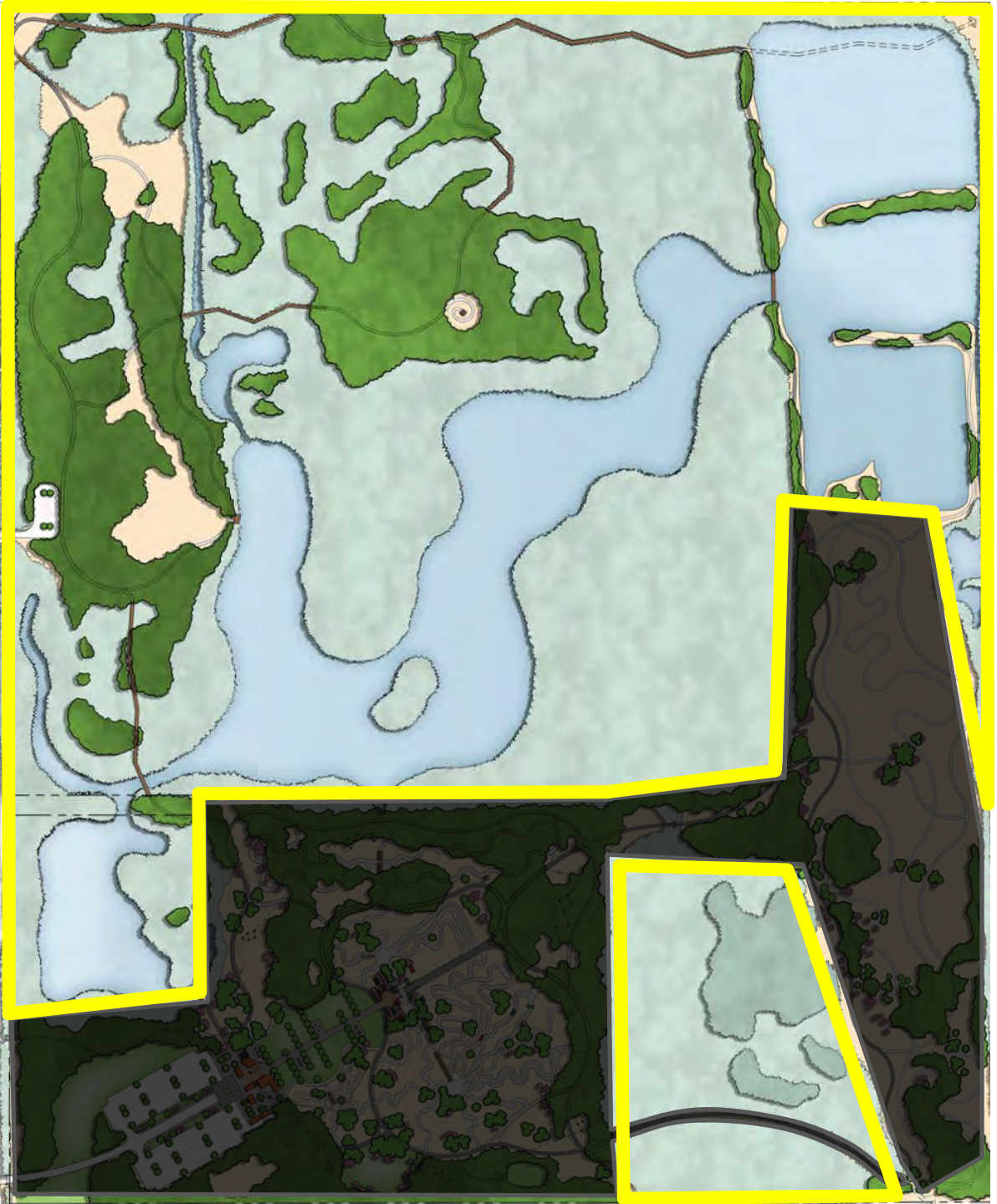


Framework Plan

(Hitchcock Design Group)

Big Marsh Bike Park

- ~40 acres
- OUTSIDE scope of restoration project
- Laid out to make maximum use of exposed slag areas



Framework Plan

- Habitat restoration for wetland, open water, and upland.
- Plan includes trails, amenities, and second entrance/parking lot
- Assumes control of Big marsh water levels with new control structure

Invasive Species

- Phragmites EVERYWHERE.
- Loosestrife, sweetclover, knapweed throughout.
- Buckthorn dominating wooded upland areas (Northwest quadrant)



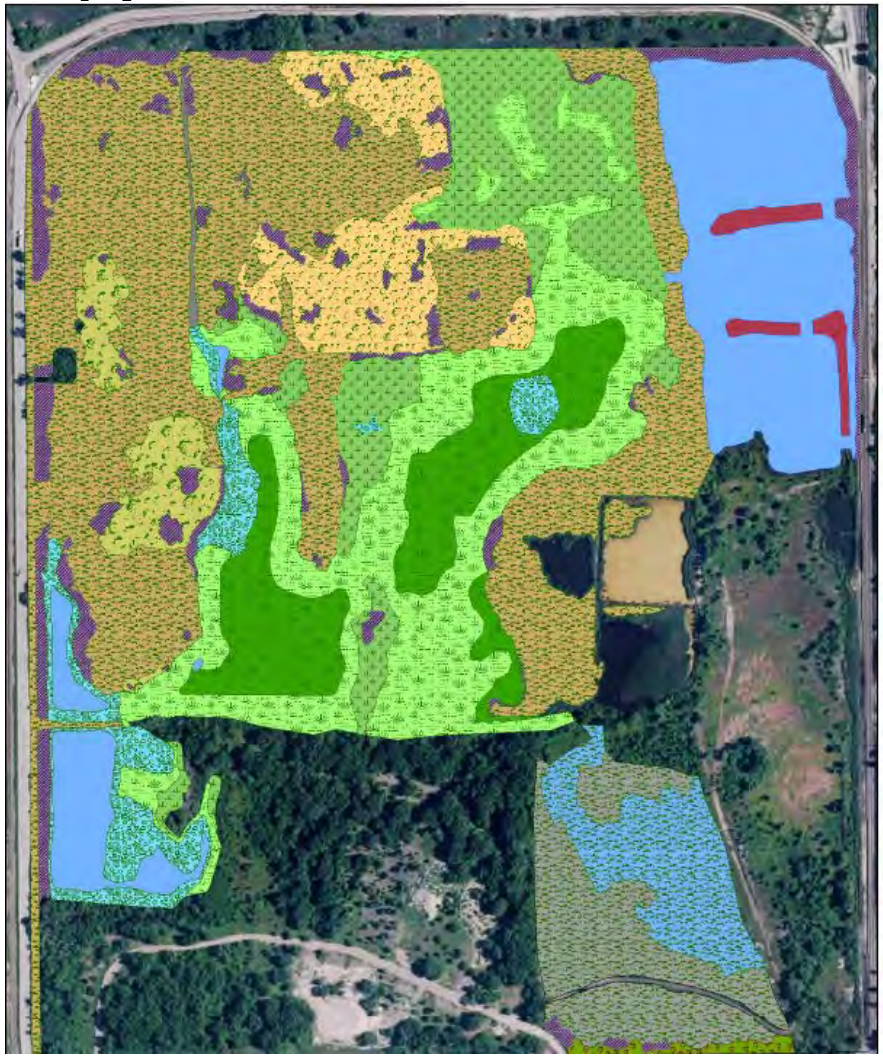
Photo courtesy of Thomas Photography

Steel Slag & Foundry Waste



- “the moon
- Low permeability, High pH
- Remediation experiment data pending

Park 564 – Big Marsh



- Open Water
- Aquatic
- Cattail Marsh
- Deep Emergent
- Shallow Emergent
- Sedge Meadow
- Creek
- Rookery Island
- Woodland
- Savanna
- Open Savanna
- Shrubland
- Prairie
- Prairie over Slag
- Wet Prairie

Ecological Goals

- Enhance water quality
- Treat stormwater entering the site from adjacent properties
- Connect existing isolated ponds to Big Marsh
- Enhance and create hemi marsh conditions where feasible
- Remove invasive species throughout the site
- Enhance wildlife habitat
- Create management and control plan for Phragmites

Restoring Hydrologic Connections to Lake Calumet



Water Control Structure



Restoring the Hemi-Marsh



Connecting Deep Pools to Marsh





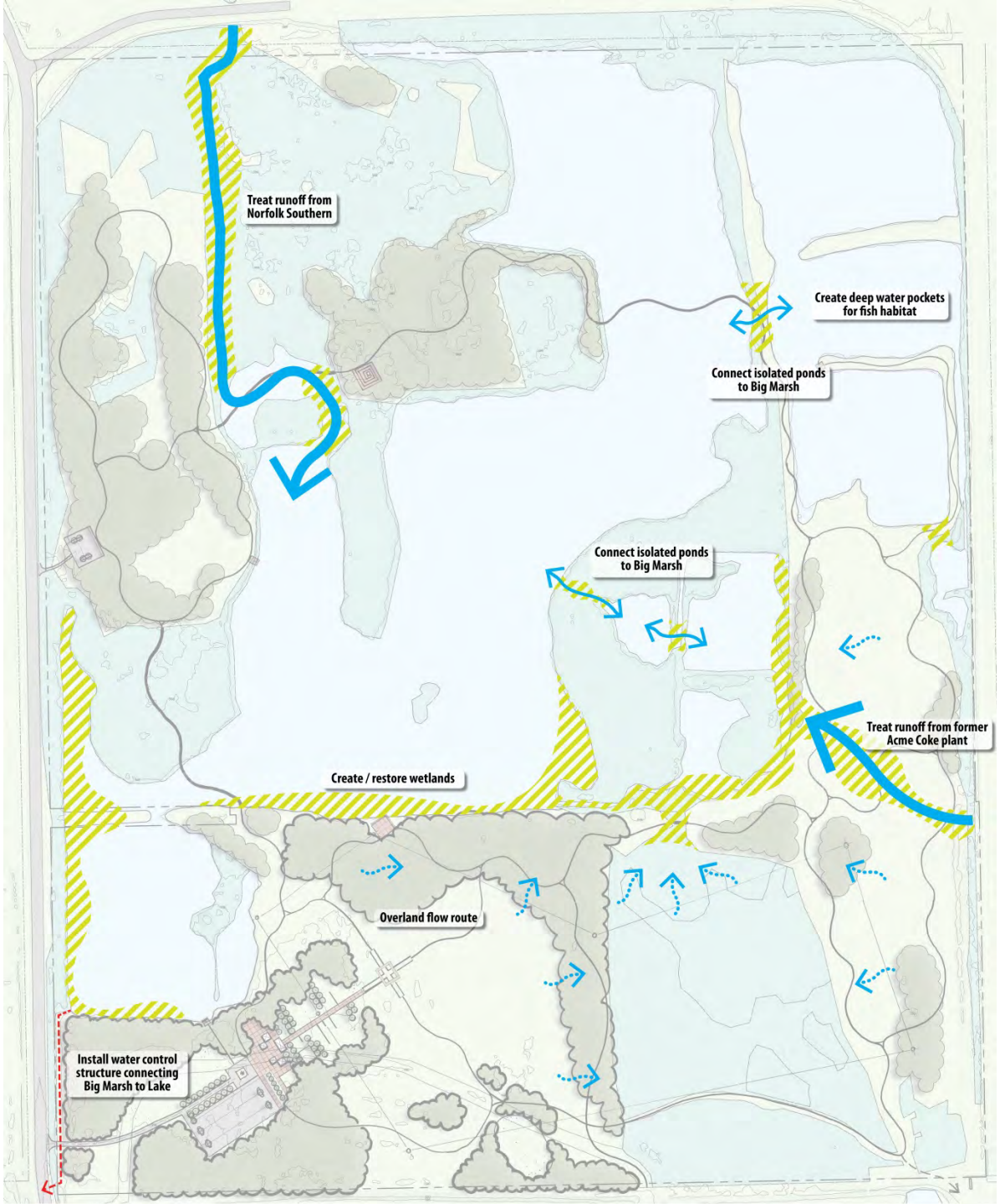
Natural Area Restoration
(Phragmites Control)



Natural Area Restoration
(Buckthorn Removal)



Natural Area Restoration
(Controlled Burn)


Treat runoff from Norfolk Southern
Create deep water pockets for fish habitat
Connect isolated ponds to Big Marsh
Connect isolated ponds to Big Marsh
Treat runoff from former Acme Coke plant
Create / restore wetlands
Overland flow route
Install water control structure connecting Big Marsh to Lake

Progress

Big Marsh (564)

- Water control structure installed
- Improved hydrologic connectivity
- Buckthorn clearing
- *Phragmites* treatment
- Prescribed burn

- Vegetation monitoring
- Periodic birding
- Recent community outreach & stewardship
  - Open house in Sept 2015
  - Nature walk/shrub clearing March 2016
  - Bird walk at IRM May 2016
  - Scheduling upcoming events for fall and 2017 with SETF and others

FRIENDS OF BIG MARSH

If you start the restoration, will they come?

"It seems clear that the rehabilitation is attracting a wide variety of migrant birds to Big Marsh, including a number of unusual species." – Walter Marcisz



Marbled Godwit
(photo from Burnham Prairie)

- Observations going back to 1981 with over 200 species
- Great horned owl, screech owl
- Franklin's gull foraging on the mudflats, never previously reported at the site
- Redheaded woodpecker – multiple observations
- Willets – large, uncommon shorebird migrants
- Bald eagle – regular observations
- Greater and lesser yellow-legs
- Pectoral sandpipers
- TONS of great blue herons, occasional green, black-crowned night herons, egrets

Yellow-headed Blackbirds – first observation since 1993





Project Phasing

Invasive woody removal:

Began January 2015

Continuing now (GreenCorps!)

Water control structure:

Installed Summer 2015

Herbaceous Invasive (Phragmites)

Control: 1st treatment late summer 2015

Prescribed burn planned fall 2015

Follow-up treatments in 2016

Planting/grading/other construction:

2016 & beyond (pending funding)

Photo courtesy of John Gatto, Friends of Big Marsh

Big Marsh Next Steps

- Site access/parking lot
- Ongoing invasives management
- Tree removal
- Tree and shrub planting
- Seeding & plug installation
- Buckthorn removal with volunteers
- Environmental remediation in sections open to the public
- Funding from NFWF, GLRI via IDNR, CPD

FRIENDS OF BIG MARSH

What is Eco-Recreation?

Eco-recreation is the mutually beneficial relationship between responsible leisure activities and the natural environment. It is about uniting conservation, local culture, and sustainably developed recreational facilities. This means that those who implement and participate in eco-recreation should follow the following:

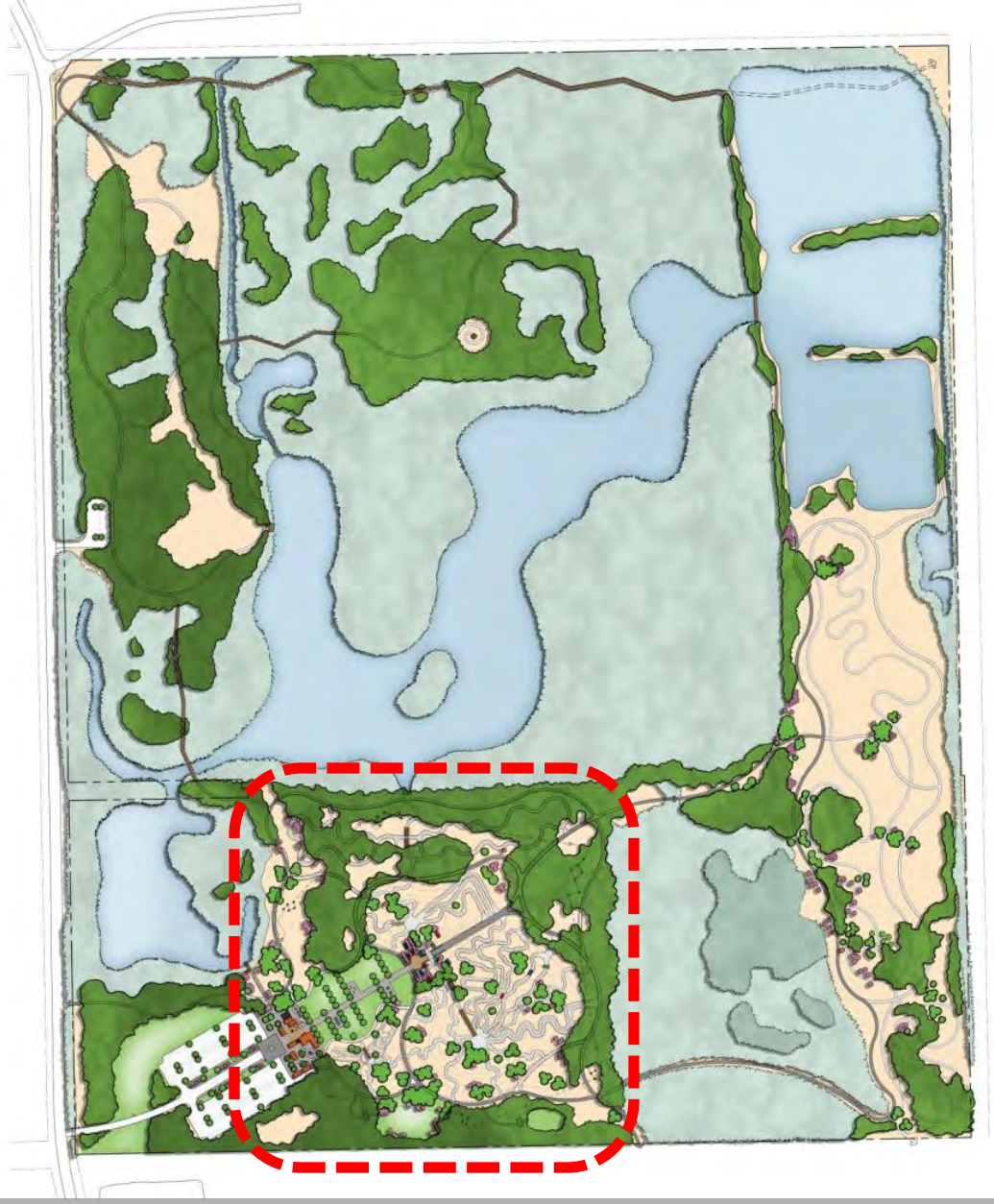
- **Minimize negative aspects of conventional recreation**
- **Enhance local culture**
- **Commit to conservation, protection and enhancement of nature**

FRIENDS OF BIG MARSH


DON'T STOP







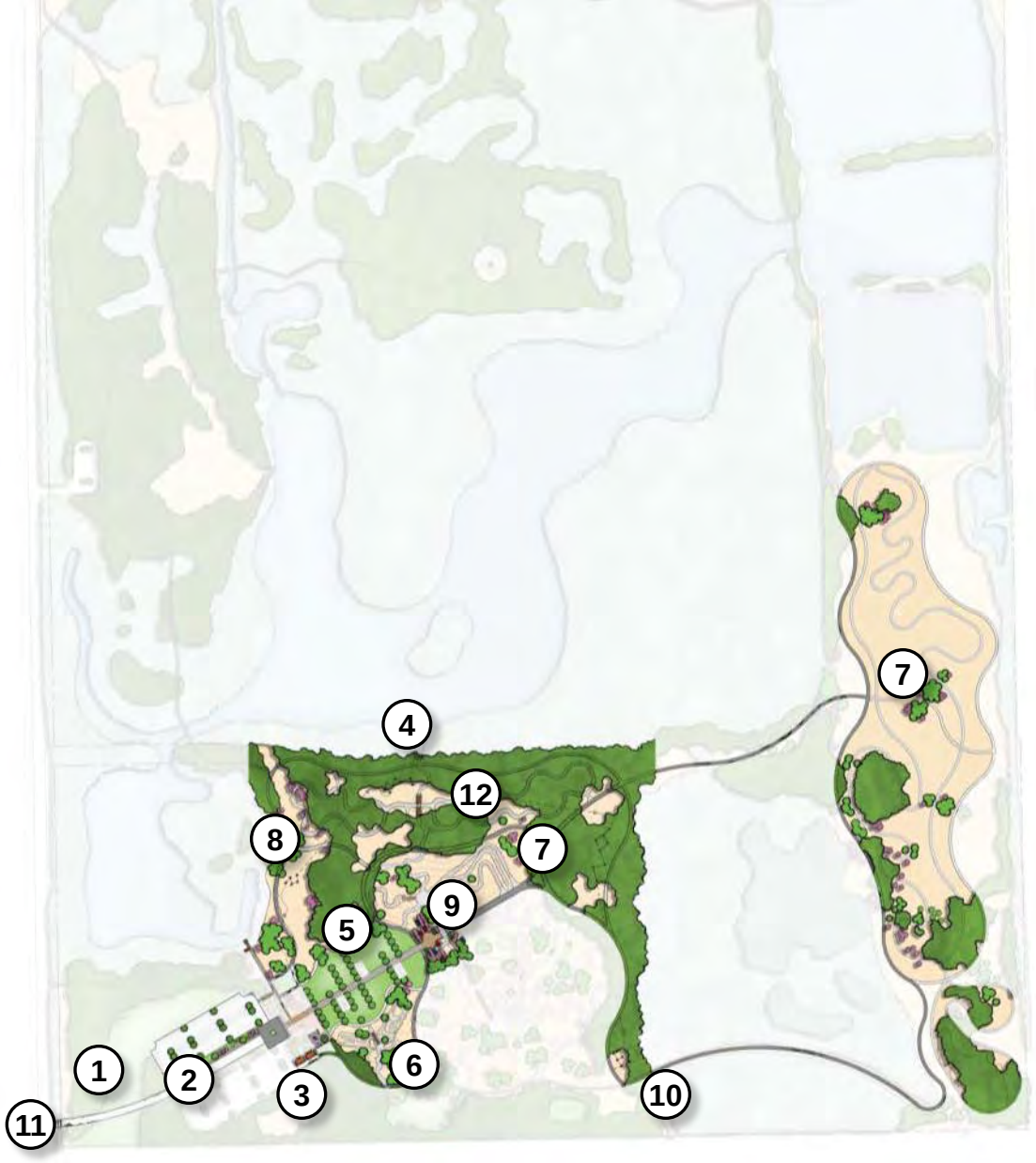
FRIENDS OF BIG MARS

OVERALL MASTER PLAN – BIKE PARK



1. Bike Plaza
2. Chunk Trail
3. Dirt Jump Trail
4. Gravity Flow Trail
5. Slope Style Course
6. Dual Slalom Course
7. Shelter
8. Fly Over / Under
9. Shipping Container
10. Ramp
11. Multipurpose Trail
12. Crushed Stone Trail
13. Dirt Trail
14. Small Pump Park
15. Large Pump Park
16. Belgian Steps
17. Natural Area Improvements

BIKE PARK ENLARGEMENT



1. Entry Drive
2. North Parking Lot
3. Maintenance Area
4. Overlook
5. Flex Space
6. Small and Large Pump Park
7. Single Track with Technical Features
8. Treetop Adventure Course
9. Jump Lines
10. Multipurpose Trail
11. Water Control Structure
12. Natural Area Improvements

PHASE 1 IMPROVEMENTS


Cyclo-Cross



BIG MARSH MASH DOWN





BIG MARSH MASH DOWN


SRAM
SLOW
ROLL
CHICAGO
GIANT
XTC



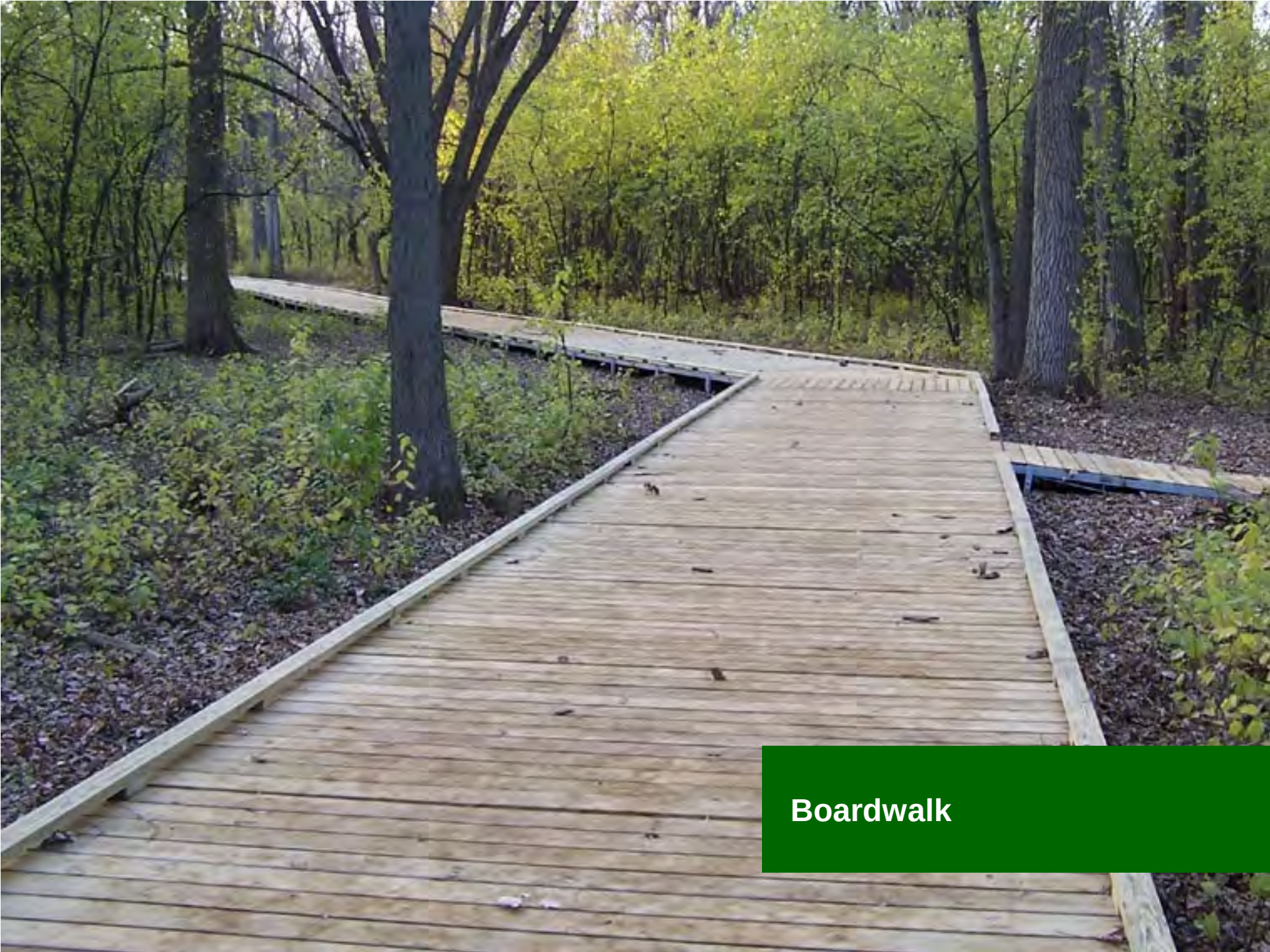
Winter Activities



Winter Activities



Outdoor Education Areas


Boardwalk



Single Track (Valmont)


Chunk Trail


Skills (Valmont)
© Dave Trumpore



Skills (Valmont)



Dirt Jump (Valmont)



Red Bull


0′
5′
10′
15′
21
8
9
21
15
14
7


Dual Slalom (Valmont)



Gravity Flow (Valmont)

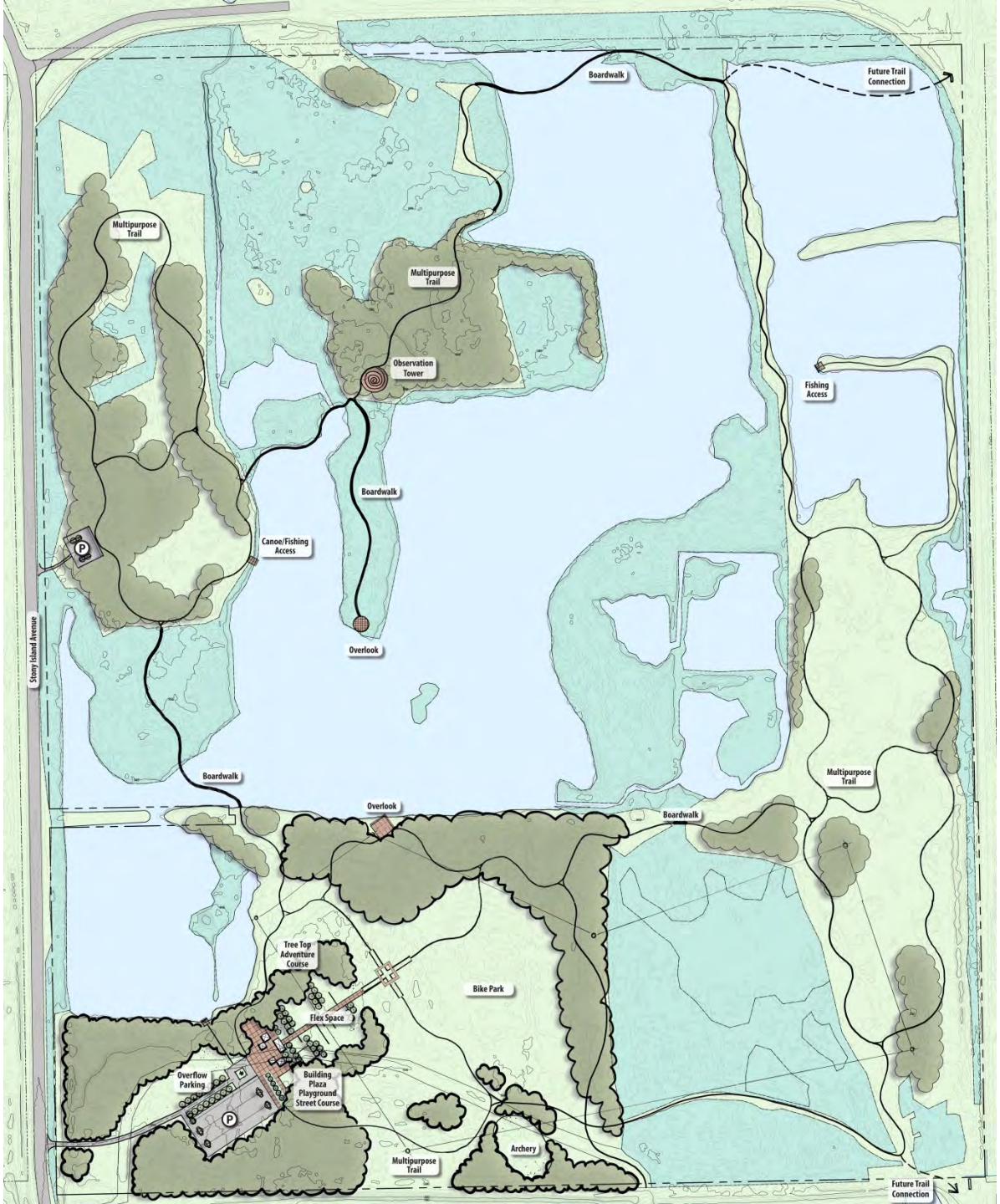


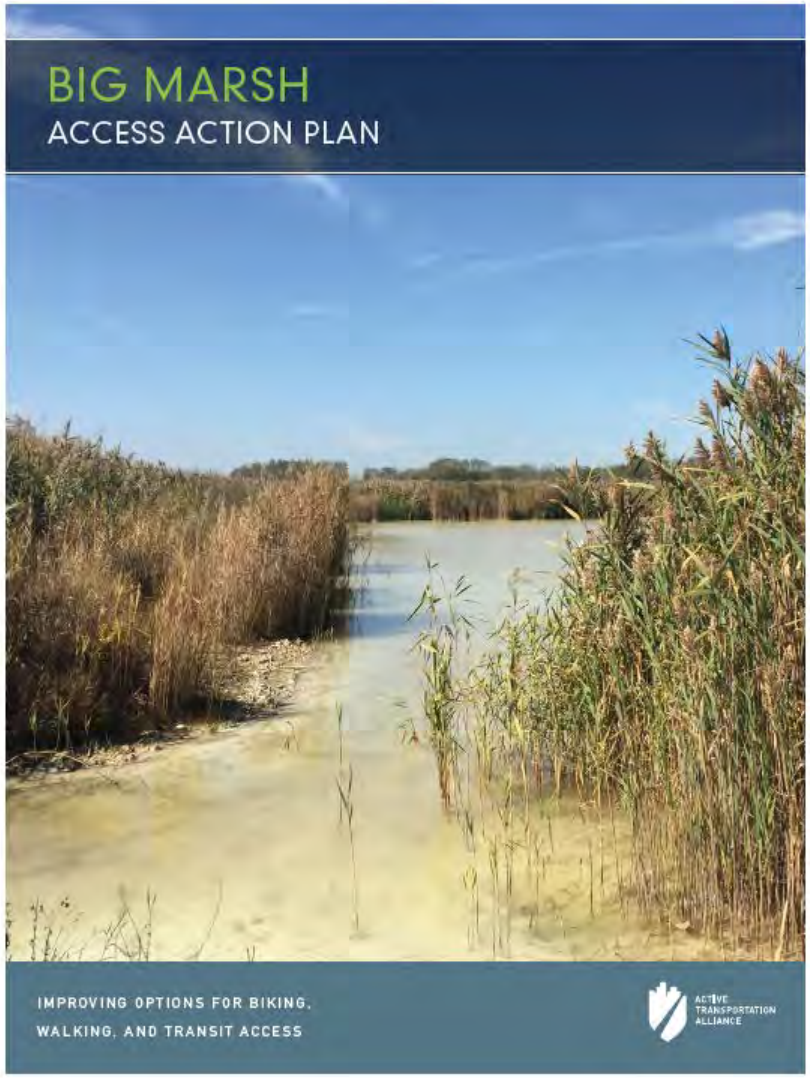
Tot Track (Valmont)








Boardwalk
Future Trail Connection
Multipurpose Trail
Multipurpose Trail
Observation Tower
Fishing Access
Boardwalk
Canoe/Fishing Access
Overlook
Stony Island Avenue
Boardwalk
Multipurpose Trail
Overlook
Boardwalk
Tree Top Adventure Course
Bike Park
Flex Space
Overflow Parking
Building Plaza Playground Street Course
Archery
Multipurpose Trail
Future Trail Connection


BIG MARSH
ACCESS ACTION PLAN
IMPROVING OPTIONS FOR BIKING,
WALKING, AND TRANSIT ACCESS
ACTIVE TRANSPORTATION ALLIANCE

Existing Conditions – Stony Island Ave



Existing conditions – Doty Ave



Image capture: Oct 2015 © 2016 Google

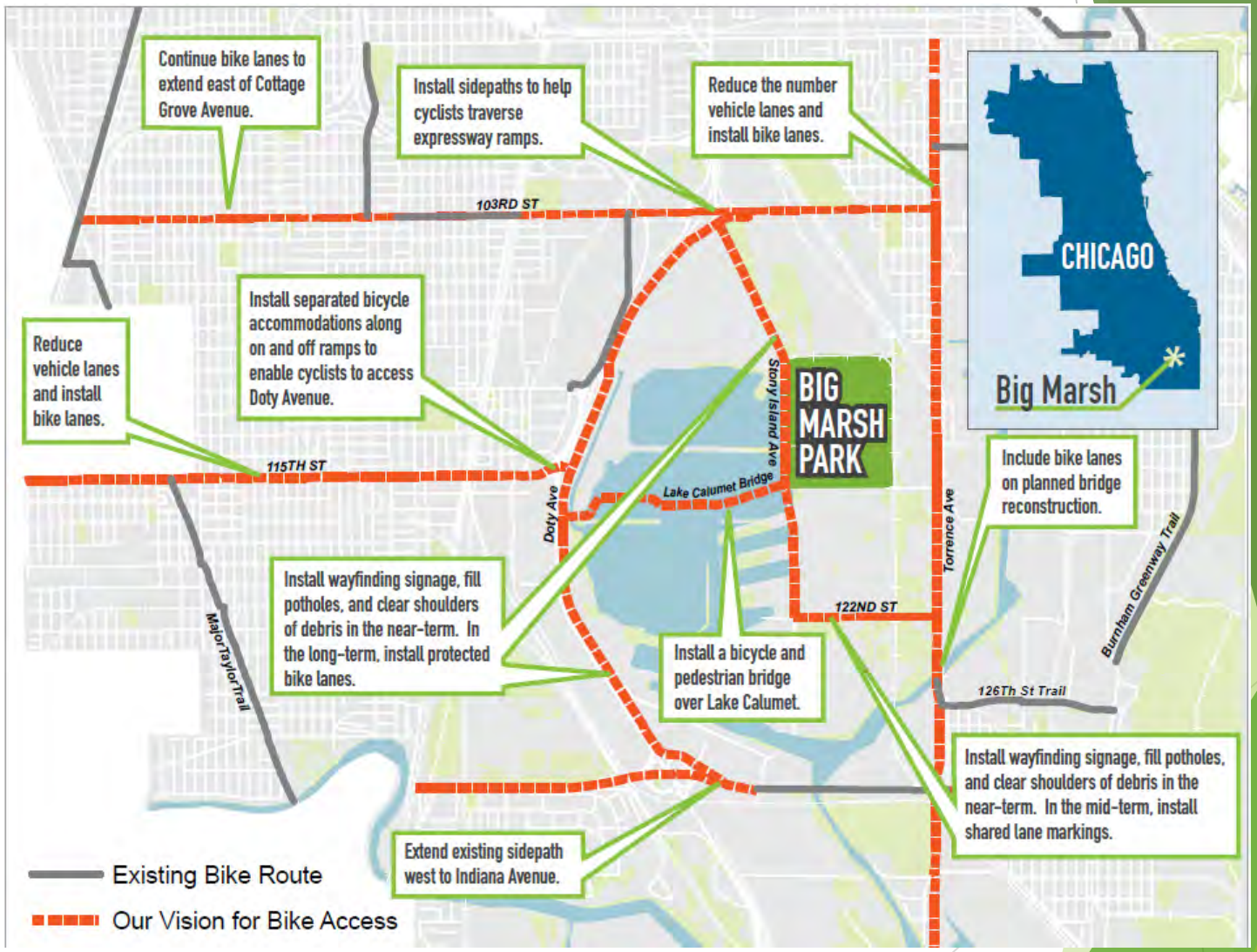
Existing Conditions – 115th Street



Image capture: Oct 2012 © 2016 Google

Existing Conditions – 103rd Street




Continue bike lanes to extend east of Cottage Grove Avenue.
Install sidepaths to help cyclists traverse expressway ramps.
Reduce the number vehicle lanes and install bike lanes.
103RD ST
CHICAGO
Big Marsh
Install separated bicycle accommodations along on and off ramps to enable cyclists to access Doty Avenue.
Reduce vehicle lanes and install bike lanes.
115TH ST
Stony Island Ave
BIG MARSH PARK
Doty Ave
Lake Calumet Bridge
Torrence Ave
Include bike lanes on planned bridge reconstruction.
Burnham Greenway Trail
Install wayfinding signage, fill potholes, and clear shoulders of debris in the near-term. In the long-term, install protected bike lanes.
122ND ST
Major Taylor Trail
Install a bicycle and pedestrian bridge over Lake Calumet.
126Th St Trail
Install wayfinding signage, fill potholes, and clear shoulders of debris in the near-term. In the mid-term, install shared lane markings.
Extend existing sidepath west to Indiana Avenue.
Existing Bike Route
Our Vision for Bike Access

Example: Improved Signage



Example: Protected Bike Lane



Example: Road Diet



Questions / Discussion

FRIENDS OF BIG MARSH

Next Steps

FRIENDS OF BIG MARSH


SLOW
ROLL
#SlowRollChi #ChiSquad


Dan Black
Project Coordinator
Slow Roll Chicago

THE WORK 2016



SIGNATURE RIDE SERIES

WE RIDE EVERY WEDNESDAY EVENING DURING OUR RIDE SEASON FROM MAY TO OCTOBER. ALL RIDES ARE COMMUNITY BASED, HOSTED IN PARTNERSHIP WITH COMMUNITY ORGANIZATIONS AND INSTITUTIONS. EACH RIDE MEETS ON WEDNESDAY EVENING AT 6:30PM AND RIDES AT 7:00PM.



SPECIAL RIDE SERIES

SPECIAL RIDES INCLUDE ANY RIDE OUTSIDE OF THE SIGNATURE RIDE SERIES. IF IT DOESN'T HAPPEN ON WEDNESDAYS, IT'S A SPECIAL RIDE. CLICK ON THIS IMAGE TO LEARN ABOUT UPCOMING SPECIAL RIDES.

ADVOCACY

- **Healthy respect for community, culture, & history**
- **Community ownership of the planning process**
- **Equity, equitable distribution of bicycle resources**



THE STRATEGY

- **Community**
- **Culture**
- **Context**
- **Clarity**



The Benefits of Cycling

Vehicle for Community Development

New Social Experience

Livable Neighborhoods

Creating Jobs

Reducing Violence

Improving Health

Affordable & Healthy Form of Transportation



Please join us for the next

Mayor's Bicycle Advisory Council Meeting

March 2017



CDOT
CHICAGO DEPARTMENT OF TRANSPORTATION